In the Specification:

Please amend the paragraph on Page 1 under Related Applications to read as follows:

The present invention claims priority to U.S. provisional applications serial number 60/401,464 and 60/401,416, filed August 5, 2002, the disclosures of which are incorporated by reference herein. The present application is also related to U.S. Application 10/619,007, now U.S. Patent No. 6,961,648 (Attorney Docket No. 203-0815/FGT 1868) entitled "SYSTEM AND METHOD FOR DESENSITIZING THE ACTIVATION CRITERIA OF A ROLLOVER CONTROL SYSTEM", filed simultaneously herewith.

Please amend paragraph [0007] to read as follows:

One example of a wheel lifting determination can be found in Ford patent U.S. 6,356,188 and U.S. patent application No. 10/608,909, now U.S. Patent No. 7,109,856 (Attorney Docket 202-0433/FGT 1683 PA), both of which are incorporated by reference herein. The system applies a change in torque to the wheels to determine wheel lift. The output from such a wheel lifting determination unit can be used qualitatively. This method is an active determination since the basis of the system relies on changing the torque of the wheels by the application of brakes or the like. In some situations it may be desirable to determine wheel lift without changing the torque of a wheel.

Please amend paragraph [0054] to read as follows:

Referring now to Figure 5, the sensor fusion unit 27A is illustrated in further detail. The sensor fusion unit 27A receives the various sensor signals, 20, 28, 32, 34, 35, 36, 37 and integrates all the sensor signals with the calculated signals to generate signals suitable for roll stability control algorithms. From the various sensor signals wheel lift detection may be determined by the wheel lift detector 50. Wheel lift detector

50 includes both active wheel lift detection and passive wheel lift detection, and wheel grounding condition detection. Wheel lift detector is described in co-pending U.S. provisional application serial number 60/400,375 ~~(Attorney Docket 202-0433/FGT-1683PRV)~~ filed August 1, 2002, and U.S. patent application No. 10/608,909, now Patent No. 7,109,856 ~~(Attorney Docket 202-0433/FGT-1683PA)~~, which are incorporated by reference herein. The modules described below may be implemented in hardware or software in a general purpose computer (microprocessor). From the wheel lift detection module 50, a determination of whether each wheel is absolutely grounded, possibly grounded, possibly lifted, or absolutely lifted may be determined. Transition detection module 52 is used to detect whether the vehicle is experiencing aggressive maneuver due to sudden steering wheel inputs from the driver. The sensors may also be used to determine a relative roll angle in relative roll angle module 54. Relative roll angle may be determined in many ways. One way is to use the roll acceleration module 58 in conjunction with the lateral acceleration sensor. As described above, the relative roll angle may be determined from the roll conditions described above.